

Overlake Neighborhood Plan Open House Comment Sheet

We need your feedback! We are approaching the final stages in the year long planning process for Overlake. Based on contributions from the public during the past year, the Redmond City Council and Planning Commission endorsed an Action Alternative as the basis for developing proposed updates to the Overlake Neighborhood Plan. The Action Alternative was evaluated along with the No Action Alternative in the Draft Supplemental Environmental Impact Statement (SEIS).

This open house presents:

- ❖ Proposed strategies for the Action Alternative;
- ❖ Proposed implementation steps for the Action Alternative; and,
- ❖ The results of the Draft SEIS and draft proposed updates to the Overlake Neighborhood Plan.

Your comments will help inform 1) revisions to proposed updates to the neighborhood plan and 2) determination of actions needed to implement the plan. When you have completed your comment sheet, please return it to a staff person at the open house or mail to the address to the right by April 23, 2007.

I am a Redmond Overlake

- 6** Resident
- 4** Employee
- 2** Neighbor
- ☐ Business Owner
- 2** Property Owner
- 1** Other: Developer__

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Overall

The proposed plan identifies Strategies for Action related to Land Use, Transportation, and Parks, Open Space and Stormwater. A number of these Strategies for Action identify potential public investments in improvements such as parks and open space, transportation, streetscapes, and stormwater management in support of the growth in Overlake.

➤ Do you support increased public investment in Overlake? *(Check a choice below.)*

- | | | |
|---------------------------|----------------------------------|--|
| 8 Strongly support | <input type="checkbox"/> Neutral | <input type="checkbox"/> Somewhat disagree |
| 2 Somewhat support | | <input type="checkbox"/> Strongly disagree |

➤ What else is important for the City to keep in mind as it updates the Overlake Neighborhood Plan?

Thank you for participating in the Overlake Neighborhood Plan Open House! Your comments are appreciated!

Exhibit E.2: March 2007 Survey Responses

Land Use Strategies for Action

In order to achieve the vision of creating a vibrant, walkable neighborhood that has a sense of place, the draft plan proposes a number of key land use and development strategies. These strategies focus on creating a retail, pedestrian-oriented street on 152nd Avenue NE, targeting multi-family development for suitable locations in Overlake Village, and coordinating development on and between key sites. *(Please see map on page 3 for district locations)*

- Please indicate your preference on the following issues by checking a box and adding comments.

Option	Yes	Neutral/ Unsure	No	Comments
Design and develop new buildings along 152 nd Avenue NE to include pedestrian oriented businesses such as restaurants, travel agencies or copy centers on the ground floor.	11	1	1	
Require a minimum amount of residential uses in any new development in Overlake Village.	7	2	3	
Allow building heights of up to 10 stories on key sites as an incentive for dedication of land (2-4 acres) for a large park or open space or regional stormwater facility	9	1	4	
Support multi-family and limited retail development in the Employment Area	9	1	2	

- The draft plan proposes to tailor the incentive program offered in Overlake Village to help the community achieve the features it desires. In general, the proposed incentive program offers up to one additional floor of development for provision of desired public amenities. Which amenities should the incentive program apply to? *(Check as many as you wish, or write in other responses.)*

6 Use of green building techniques

11 Below grade parking

4 Residential uses above the minimum required

9 Small plaza or park

5 Affordable retail space for existing businesses

11 Master-planning of large sites to coordinate neighborhood improvements

2 Other: _____

- In Overlake Village today, building height can be increased by one story (up to 6) through purchase of development rights. The proposed incentive program would also allow increased building height for provision of desired amenities in Overlake and could be applied in a variety of ways. Which application do you feel is appropriate for Overlake Village? *(Check one choice below.)*

4 Can get a maximum of 1 additional floor (for total of up to 6 stories) for all amenities included in development

7 Can aggregate incentives up to a maximum of 3 additional floors (for total of up to 8 stories), i.e.: provide 2 amenities, get 2 floors; provide 3 amenities, get 3 floors

2 Other: _____

Exhibit E.2: March 2007 Survey Responses

- 152nd Avenue NE is identified in the proposed plan as a place that will transition into a vibrant corridor that supports a variety of uses, with retail on the ground floor and housing and offices in upper stories. Please indicate whether you think each of the following concepts is a Top Priority, Good Idea, Neutral/Unsure, or Bad Idea.

Option	Top Priority	Good Idea	Neutral/Unsure	Bad Idea	Comments
Create a Main Street feel along the ground floor, separating buildings only with streets, driveways or plazas	6	2	1	2	
Create more breaks between buildings along the ground floor in addition to streets, driveways or plazas	2	6	1	2	
Create breaks between the upper stories of buildings to retain views	2	4	5	1	
Promote variation in building height for visual interest	1	6	3	3	

- The draft plan proposes to phase potential increases in zoning capacity in the Employment Area over time. Which of the following potential triggers should be used to phase potential zoning increases? (*Check as many as you wish, or write in other responses.*)

- 6 Progress on goals for new residential development in Overlake
- 10 Progress on regional transportation improvements, including transit improvements
- 6 Progress on achieving objectives related to use of alternatives to driving alone
- 6 Adequacy of parks and open space
- 5 Adequacy of emergency services
- 3 Other: _____

- Gateways indicate where the neighborhood begins and ends and help form a solid identity for the neighborhood. Special streetscape treatments with signage could be placed at key intersections marking a gateway. Which of the following should be a gateway? (*Check as many as apply, write in others or mark others on the map.*)

- 7 148th Avenue NE at NE 20th Street
- 7 NE 24th Street at Bel-Red Road
- 3 NE 40th Street at Bel-Red Road
- 4 NE 40th street at 148th Avenue NE
- 3 Other: _____

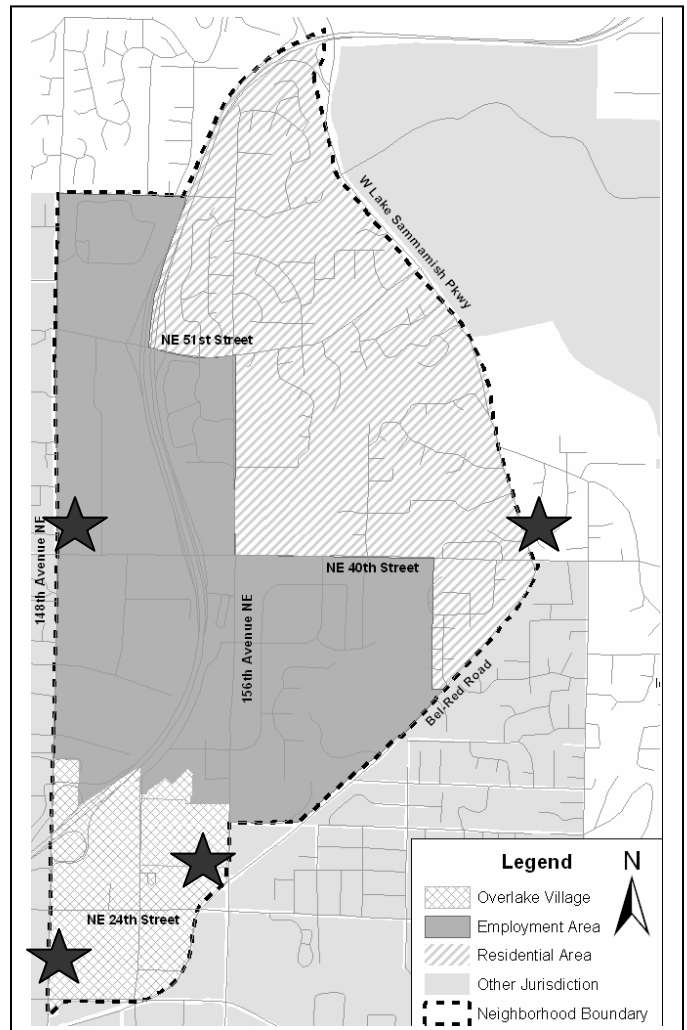


Exhibit E.2: March 2007 Survey Responses

Transportation Strategies for Action

A major priority for the Overlake neighborhood is to develop a multi-modal transportation system. The proposed plan strives to make travel on foot, by bike and transit more convenient and attractive.

The following are proposed strategies to develop the multi-modal transportation system:

- ❖ Create new local access streets in Overlake Village
- ❖ Improve streetscapes on key corridors, including 152nd Avenue NE and NE 24th Street
- ❖ Coordinate with transit agencies to enhance regional and local transit service and connections
- ❖ Improve key intersections to facilitate movement through an intersection
- ❖ Widen streets in certain locations
- ❖ Manage vehicle access on key corridors
- ❖ Create a parking management program that reduces parking requirements, creates a residential parking permit program if needed, and more
- ❖ Update the Transportation Demand Management Program to reflect new goals for use of travel modes other than driving alone

Additional strategies are proposed to improve the pedestrian and bicycle environments:

- ❖ Fill in gaps in the sidewalk system throughout the neighborhood
- ❖ Add and improve bike lanes throughout the neighborhood
- ❖ Build select multi-use pathways throughout the neighborhood
- ❖ Add mid-block crossings at key locations
- ❖ Consider grade separated overpasses at key locations

- Are any strategies missing from this list? *(Describe below or use the map on Page 3 to show locations of additional projects or programs.)*

Parks, Open Space, and Stormwater Strategies for Action

A priority for the Overlake Neighborhood is to develop a connected system of parks, open spaces, and recreation opportunities within the neighborhood and beyond. In an effort to enhance the environmental quality of the neighborhood, regional stormwater management facilities can be integrated into a parks system.

- Overlake benefits from having a number of quality open spaces within and in close proximity to the neighborhood. Where should trail connections from within the Overlake Neighborhood be made to in the future? *(Check all that apply, write in other responses, or show new connections on map on Page 3.)*

7 Marymoor Park

5 Bridle Trails State Park

5 Idylwood Park

4 Ardmore Park

3 Other: _____

Exhibit E.2: March 2007 Survey Responses

Proposed Implementation Steps

The vision for the Overlake Neighborhood in 2030 is proposed to be achieved with a specific implementation strategy that clearly lays out realistic priorities, benchmarks, and a timeline. Implementation actions can take two forms: studies or plans and specific projects. Many actions are proposed to be undertaken within the next three years.

The following are proposed studies and plans that could be undertaken by the end of 2009. Please indicate whether you think each of the proposed studies and plans is a Top Priority, Good Idea, or Low Priority.

Potential Action	Top Priority	Good Idea	Low Priority	Comments
Development of a communication and marketing strategy for Overlake Village	5	3	3	
Station area planning for light rail stations in Overlake Village and the Employment Area	8	2	2	
Work with WSDOT and other stakeholders on improvements to the SR 520 corridor from I-405 to SR 202	6	2	4	
Park master planning for a large scale park	3	8	1	
Analysis and planning for a regional stormwater management facility	1	10	1	
Joint City-Microsoft planning for the NE 40 th Street Corridor	5	5	2	
Other _____				

A number of potential non-motorized or roadway projects could be developed or constructed by 2009. Please indicate whether you think each of the proposed projects is a Top Priority, Good Idea or Low Priority.

Potential Action	Top Priority	Good Idea	Low Priority	Comments
152 nd Ave NE Mid-Block Crossings	3	5	3	
NE 51 st St Bike Lane Improvements	4	4	3	
SR 520 Trail Crossing Improvements at NE 40 th & NE 51 st Sts.	5	3	2	
Transit Signal Priority along 148 th Ave NE, NE 40 th St, 156 th Ave NE, and 152 nd Ave NE	2	5	1	
Access Management to limit turning movements and improve traffic flow on NE 24 th Street and 148 th Ave NE	4	4	3	
148 th Ave NE & Old Redmond Rd Intersection Improvement	2	5	4	
148 th Ave NE & Redmond Way Intersection design study and rechannelization		5	6	
Other _____	1			

Exhibit E.2: March 2007 Survey Responses

1. Do you support increased public investment in Overlake?

2. What else is important for the City to keep in mind as it updates the ONP?

- Commute, traffic, existing businesses
- Impacts on individual stakeholders and how an implementation plan can be monitored over time
- Attractiveness
- Public amenities, services, incentives, and connections to offer regional urban centers will attract development.
- Keep up the good work!
- Good transit (especially mass transit) is a very high priority
- Coordinate and integrate its plan with other plans and proposals by City of Bellevue, Kirkland, e.g. Bel-red, Crossroads, so that FULL NET IMPACT IS UNDERSTOOD
- I think most intersections are at an “F” already!
- Why Overlake Village? Villages are small!
- Long term goals – no pockets here and there – transitions from big stores to smaller to housing to green space – nice fits
- I am confused – Overlake and Overlake Village are not the same to me, but they are used interchangeably it seemed at the meeting and in this. I wasn’t sure when I should comment on the whole area or just the Sears-type section.
- The effects of more density on surrounding residents – such as protecting neighborhoods from increased traffic.

3. Land use issues:

a. Design and develop new buildings on 152nd with pedestrian-oriented uses

- Spaces to service residential community
- We need to keep people here and not send them down to Redmond Town Center or Bellevue Square
- This will require significant effort and rebuilding, particularly as there are existing and expected transportation needs that have to be considered.

b. Require a minimum amount of residential

- But be flexible on what the opportunity may be
- Or in-lieu fees
- Jobs-housing nexus
- Support, incentivize, but don’t require
- I feel we have enough residential areas already available surrounding this area. Focusing on making it a vibrant work/life balance area is more important than trying to form development to try and create a small number of residential units.
- Residential development, particularly high density development is needed and should be encouraged, but certainly not required.

c. Allow building heights up to 10 stories as incentive for dedication of land

- Limit it specifically and give advantage to particulars. Height should be based on design and overall benefits.
- Allow higher density where appropriate *by-right*
- I see no reason to limit building heights to 10 stories so long as sufficient mitigations to accommodate increased uses are provided

Exhibit E.2: March 2007 Survey Responses

- Yes for both the large park or open space but only up to 6 stories
- What is being done here it to try to change the character of the existing business oriented neighborhood which includes a lot of small service industries into a boutique urban village. You need to provide adequate incentives for this change to be made. There should be relocation allowances for displaced businesses.

d. Support multi-family, retail in Employment Area

- Focus to neighborhood
- Do not limit neighborhood retail that adds character

4. Other amenities to which the incentive program should apply:

- The more options the better – some are more costly than others
- Below grade parking = 2 stories
- Small plaza or park = 2 stories
- All such mitigations are reasonable
- Make green building techniques mandatory anyway
- Transitioning
- Don't think incentives are a good idea.

5. Application of incentive program in Overlake Village

- Ensure incentive is reflective of opportunity that works for developer and City
- Benefit may not be tied to 1 story only
- Some amenities should be worth more than 1 floor
- I think no on this – all should have to be good/better on any development. We should not have to trade height limits to get green. X amount of green for X amount of building.
- Don't think incentives are a good idea.

6. Concepts for 152nd Avenue NE

a. Separate buildings only with streets, driveways, plazas

- Only if behind existing trees – need to save them
- Need ventilation!

b. Separate buildings with more than streets, driveways, plazas

- Only mid-block

c. Create breaks between upper stories to retain views

- Default to building code light/air
- This is so not a worry

d. Promote variation in building height for visual interest

- Ensure does not hinder development opportunity
- Let architects/developers design what market wants
- This seems too prescriptive
- Leave it to the developers who have a much better idea anyway.

7. Potential triggers for phased increases in zoning in Employment Area:

- Focused on epicenters of transit interface
- Streetscape improvements

Exhibit E.2: March 2007 Survey Responses

- Pedestrian neighborhood retail
- Public services like fire, school, policy, necessary shopping stores
- Phased increases are a bad idea.

8. Gateway locations

- 156th Ave NE and NE 40th St.
- Not for this idea, as it piece-meals the City.
- 156th at 51st and 40th
- Leave it to the owners of the property

9. Missing Transportation Strategies

- Run public transit every 10 minutes. Anything less often is doomed to never create the paradigm shift needed.
- Mitigation of unnecessary and unwanted congestion in residential and retail neighborhoods
- No more streets
- Too much asphalt already (comment related to widening streets)
- No residential parking permit – residential parking garages and public parking maybe
- How about pedestrian underpasses – could even have small shops along them – like kiosks. (Hole in wall stores). (Target and Fred Meyer are so not walking friendly, so why wasn't this done better? Sears and Fred Meyer are the same – have to drive between.) Group larger stores.
- None are included that are not feasible and too much of the plan is based on phantom improvements. Not enough attention is paid to the existing traffic needs in the area.

10. Trail connections from Overlake to other locations:

- Crossroads Park
- There is one between Idylwood and Marymoor
- SR 520 bike trail
- Grass Lawn Park, just outside area, huge destination
- These connections exist.

11. Proposed studies and plans for Overlake by 2009

a. Communication and marketing strategy for Overlake Village

- Overlake or just the Village?
- We have to go ahead of the curve on this, traffic is getting worse, businesses are turning over, and Microsoft isn't getting any smaller.

b. Station area planning for light rail

- All parts
- First we have to have a real plan for the whole area. Until we can go from home to airport to SeaHawks games and back it's a waste of time.
- Forget light rail.

c. Work with WSDOT and others on SR 520

d. Park master planning for large scale park

- I think smaller parks and integrated living/working/retail are more important and easier to accomplish.

Exhibit E.2: March 2007 Survey Responses

- I don't know where that would be unless the City buys the Group Health site.

e. Analysis/planning for regional stormwater management facility

f. Joint City-Microsoft planning for NE 40th St Corridor

- Not sure to what goal?
- They are the big gorilla on the block, and actually seem to have more people concerned about green than where I work.

g. Other

- Work to have fewer exits from housing or Microsoft to main roads.

12. Proposed non-motorized and roadway projects in Overlake by 2009

a. 152nd Avenue mid-block crossings

- No!

b. NE 51st St Bike lane improvements

- Do something at 148th & have on W Lake Sammamish too. Steep here on 51st

c. SR 520 trail crossing improvements at 40th & 51st

- What trail?
- NE 40th is a huge short cut for people, and access to SR 520, not the safest place to be walking or riding.

d. Transit Signal Priority at key intersections

e. Access management on 24th & 148th

- This causes more harm than good based on what I have to deal with when I try to get to Barnes and Noble in Crossroads.
- Let's not pour gasoline on the fire.

f. 148th & Old Redmond Road intersection improvement

- Seems fine to me
- There are several major routing problems along this street that would require major changes for safety and flow. This is an alternative routing, so its needs should be analyzed carefully.

g. 148th & Redmond Way intersection design study & rechannelization

- Seems fine to me
- Obviously this is going to grow in volume, but it is the most direct and natural traffic pattern. Don't make it worse.

h. Other

- Sidewalk completion: Completion of missing sidewalk segments along the south side of NE 51st Street are a priority! There are just 2 missing segments on NE 51st between 158th Ave NE and West Lake Sammamish Parkway. There is quite a lot of pedestrian traffic here. Additionally, due to the steep grade, all school bus routes along NE 51st run west to east and hence drop off and pick up on the south side. This forces school children who live along the south side to double-cross this very

Exhibit E.2: March 2007 Survey Responses

busy street. Section 3.6.2.3.1.2 of the March 27, 2007 update lists the missing sidewalk segments of NE 51st as a project for improvement, but this project is omitted from the compiled list and from the improvement maps.

- Grade-separation of the 520 bike trail at NE 40th and NE 51st would be very nice – although this is also very ambitious.
- Extension of 150th Ave NE (both northward beyond NE 51st and southward across 520) would provide tremendous benefits.
- Limit access to major roads – not hundreds of driveways, etc.
- I spoke with Mike Paul today (3/30/07) about possible changes to W Lake Sammamish Pkwy NE. Some road improvements may be done soon in order for KCSRA to build a bigger boathouse – with more traffic. I don't feel like KCSRA was included/needed as part of the Overlake/this road improvement. They will do whatever for their part and then in maybe 4 years it will all be redone. This I call "Taxpayer Money Wasted!" Please only tear up the road once every so many years, not twice in 5 years. I've only had 2 years (summers) without construction for houses/road/parking lots, etc. in 24 years!